

Jackson Street Shops,
Paint Spray Building
Jackson Street, Pennsylvania Avenue
St. Paul
Ramsey County
Minnesota

HABS No. MN-67-I

HABS
MINN,
62-SAIPA,
17-I-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Rocky Mountain Regional Office
Department of the Interior
P.O. Box 25287
Denver, Colorado 80225

HABS
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17-I-

HISTORIC AMERICAN BUILDINGS SURVEY

JACKSON STREET SHOPS,
PAINT SPRAY BUILDING

HABS No. MN-67-I

Location: Jackson Street and Pennsylvania Avenue, St. Paul,
Ramsey County, Minnesota

USGS St. Paul East Quadrangle, Universal
Transverse Mercator Coordinates: Zone 15;
491920.4878640; 492560.4878640; 492560.4878540;
492300.4878540; 492140.4878400; 491920.4878400

Present Owner: Burlington Northern Railroad Company
176 East Fifth Street
St. Paul, Minnesota 55164

Present Occupant: Vacant

Present Use: None

Significance: The significance of the Paint Spray Building is
of interest as it demonstrates the advanced spray
paint technology which superceded the old
fashioned hand painting methods used originally
in the Jackson Street Shops.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: On October 23, 1947 the Board of Directors approved construction. Between April 28, 1948 and August 27, 1948 footings were installed.
2. Architect: J. W. Hayes (Assistant General Superintendent of Motive Power) and James Heron (his Assistant)
3. Original and subsequent owners: Great Northern Railway. Currently owned by Burlington Northern Railroad Company.
4. Builder, contractor, suppliers: Unknown.
5. Original plans and construction: Copies of the original plans are available in the files of Burlington Northern Railroad Company, 176 East Fifth Street, St. Paul, Minnesota 55164.
6. Alterations and additions: Minor changes have been made. No additions have been made to the building.

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B. Historical Context:

The Paint Spray building is located within the Jackson Street Shops complex. It was built so railroad cars would no longer need to be hand painted. The new spray system took one-third less time than hand painting, and resulted in savings of \$18,000 per year. Before construction began it was decided that a stripping system would be ineffective for the Jackson Street Shops. The total expenditure was \$105,439.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: Modern Post-War structure. 5-bay, 2-story structure with 1 story, 1 bay appendage. Not outstanding on its own merit. It stands as a supportive structure at Jackson Street Shops complex in St. Paul, Minnesota, serving the Great Northern Railway.
2. From a visual inspection of the structure, all walls, windows, doors, and roof appear to be in good condition.

B. Description of exterior:

1. Overall dimensions: Rectangular shape 32'-0" x 100'-0". Roof slopes south to north giving a varying ceiling height of 30'-6" to 27'-6". The paint mixing room on the north side of the structure is 12'-0" x 21'-6" x 9'-0".
2. Foundations: Concrete. Complex plan used to support the railroad cars, as well as the structure. Depth of footings is 6'-8".
3. Walls: The walls are brick. No outstanding features or ornamentation. All sills and door lintels are of concrete.
4. Structural system: Walls are load bearing with pilasters supporting the beams for the roof. Masonry throughout, and all walls appear solid.
5. Chimneys: Vents for air circulation. Hazardous work place required 2 fresh air ducts 54" Ø. There are also eight 42" Ø ventilators for use by the paint machines. A 16" Ø vent was added later to the paint mixing room.

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6. Openings:

- a. Doors: Two rolling steel doors, one on each end used to admit railroad cars, 17'-6" x 13'-2". Three doors, 3'-6" x 6'-5" two-ply metal clad. One on each end to the north of the larger door plus one opening directly into the paint mixing room on the east end.
- b. Windows: On the main structure all windows are glass block with concrete sills. Windows on paint mixing room are 4 pane steel sash, also with concrete sills.

7. Roof:

- a. Shape, covering: Roof gently slopes down from south to north. The roof on the paint mixing room is the same. Two-ply cold process roofing material.
- b. Eaves: Gutter runs along the north side of the roof with 5" downspout. Paint mixing room has no gutter.

C. Description of interior:

- 1. Floor plans: One floor at ground level. Original paint stencils are still intact, as well as paint spray equipment.
- 2. Stairways: None, but has metal caged ladders to provide access to the catwalks.
- 3. Flooring: Concrete throughout.
- 4. Wall and ceiling finish: All walls are exposed brick. Ceiling is of treated wood.
- 5. Openings:
 - a. Doorways and doors: Two rolling steel doors, one on each end used to admit railroad cars, 17'-6" x 13'-2". Three doors 3'-6" x 6'-5" two-ply metal clad. One on each end to the north of the larger door plus one opening directly into the paint mixing room from the east end.
 - b. Windows: On the main structure all windows are glass block with concrete sills. Windows on paint mixing room are 4 pane steel sash, also with concrete sills.
- 6. Hardware: Basic post-war industrial hardware.

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7. Mechanical equipment: All mechanical equipment is still intact, preserved in the building.

D. Site:

1. General setting and orientation: Building parallels Arch Street at south side of Jackson Street Shops complex. Building is on an east-west axis in a very flat area. Adjoining neighborhood to the south slopes up to the Minnesota Capitol grounds, a few blocks away.

PART III. SOURCES OF INFORMATION

A. Original Architectural Drawings:

1. Original Architectural drawings on file at:
Burlington Northern Railroad Company
176 East Fifth Street
St. Paul, Minnesota 55164

B. Early Views:

1. No photos have been found.

C. Interviews:

1. None.

D. Bibliography:

1. Primary and unpublished sources:

- a. Minnesota Historical Society Division of Archives and Manuscripts
1500 Mississippi Street
St. Paul, Minnesota 55101

Included records of Northern Pacific and Great Northern Railways, minutes, reports, securities, and financial records, correspondence, subject files, photographs, engineering drawings, contracts, deeds, court and regulatory records, printed matter, manuscripts, scrapbooks, advertisements and timetables.

2. Secondary and published sources:

- a. Atlas of the City of St. Paul 1884

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- b. Donnelley's Atlas of the City of St. Paul, Vol. 1, 1892
 - c. Hollingsworth, Brian, Railways of the World. W.H. Smith Publishers Inc., New York, Printed in Hong Kong. P.P. 150-153.
 - d. Sanborn Insurance Map, Vol. 1. Sanborn Map Co., P. 42. Shows paste up of site in 1956.
 - e. S. Kip Farrington, Jr., Railroads at War. Coward-McCann, Inc., New York, 1944. P.P. 112-121.
- E. Likely sources not yet investigated:
- 1. City directories
 - 2. County Histories
 - 3. Newspapers
 - 4. Northwest Architectural Archives

Prepared by:
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PART IV. PROJECT INFORMATION

This project was prepared as a class project for Architecture 5142, Historic Building Research and Documentation, a class offered in the School of Architecture and Landscape Architecture at the University of Minnesota, Minneapolis, Minnesota. The Class project was prepared under the direction of Professor Foster W. Dunwiddie and was funded by a grant from the State Historic Preservation Office of the Minnesota Historical Society, Saint Paul, Minnesota. Historical data compiled and measured drawings prepared by Charles Madson and Thomas Wasmoen, University of Minnesota, March 1985.